

CLASSIFIED MESSAGE

ROUTING

DATE

TOP SECRET

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| 1 | 9  |
| 2 | 10 |
| 3 | 11 |
| 4 | 12 |
| 5 | 13 |
| 6 | 14 |
| 7 | 15 |
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TO :

FROM :

ACTION:

INFO :

IN-71251

25 YEAR RE-REVIEW

TO

INFO

CITE

TOP SECRET 310835Z CITE  0040

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PRIORITY  INFO PRIORITY 

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OXCART BLACKSHIELD OPS/INTEL

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1. AS A RESULT OF THE SAM ACTION ENCOUNTERED DURING MISSION BX6734, I BELIEVE A COMPLETE EXAMINATION AND ANALYSIS OF OUR EWS CAPABILITY AND INTELLIGENCE ESTIMATES ARE DUE. IN REVIEWING OUR INTELLIGENCE BRIEFINGS TO THE DRIVERS IT IS OBVIOUS WE HAVE EITHER UNDERESTIMATED THE CAPABILITY OF THE SAMS USED IN NORTH VIETNAM OR THEY ARE USING A NEW WEAPON SYSTEM.  STATEMENT THAT OF THE APPROXIMATELY SIX SAMS OBSERVED, ALL GUIDED VERY ACCURATELY, ALL EMITTED CONTRAILS THROUGH HIS ALTITUDE (ESTIMATED 90,000 FEET) LEVELED OFF AND DOVE BACK DOWN LEVELING AGAIN IN A STERN CHASE STILL EMITTING CONTRAILS. HE OBSERVED AT LEAST THREE DETONATING ON AZIMUTH AND ELEVATION IN A CLOSE TRAIN POSITION. DURING THIS PERIOD EWS LIGHTS WERE INDICATING NORMAL WITH MAD MOTH AND LAUNCH LIGHTS "ON". ALTITUDE WAS APPROXIMATELY 83,500 AT 3.15/3.2 MACH. THE MISSILE

25X1

TOP SECRET

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

IN-71251

0040

T O P S E C R E T

PAGE 2

25X1

WHICH PASSED OFF RIGHT WING WAS CLIMBING AT 70/80 DEGREE ANGLE, LOOKED LONG WITH FINS ON ITS TAIL AND ROTATING TWO TO FIVE TIMES PER SECOND ESTIMATED AND CONNING AS IT WENT OUT OF SIGHT ABOVE. A LATER LOOK IN REAR VIEW MIRROR SHOWED ALL CONTRAILS FLYING THE SAME PATTERN, THEREFORE, ASSUME THIS ONE ALSO PUSHED OVER TO DIVE ON HIM. IF EXAMINATION OF THE HOLE AND FRAGMENT FOUND IN THE AIRCRAFT SHOWS IT CAME FROM A MISSILE, WHICH I STRONGLY SUSPECT, THIS SERVES AS PROOF OF ACCURACY. IT APPEARS TO US AS THOUGH THIS MAY HAVE BEEN A FLOCK OF THE GRIFFON TYPE SAM (ZUP-D) PERHAPS WITH TERMINAL GUIDANCE WHICH MAY HAVE BEEN IF.

2. BELIEVE WE SHOULD ALSO EXAMINE AND CHANGE OUR OPERATIONAL TACTICS IN AS MANY AREAS AS POSSIBLE. AS A START IN THE TACTICS AREA I SUGGEST THE FOLLOWING FOR YOUR CONSIDERATION:

A. SINGLE PASS OVER THE TARGET AREA CHANGING THE PENETRATION ROUTING AS MUCH AS POSSIBLE FROM THAT PREVIOUSLY USED.

B. PLANNING THE FLIGHT FOR MAXIMUM ALTITUDE AND SPEED OVER THE KNOWN SAM DEFENSE AREAS.

C. CHANGE TIME OF OVERFLIGHT OUT OF THE ROUTINE 0200Z AREA.

D. COORDINATE OUR OVERFLIGHT TO COINCIDE WITH TACTICAL AIRCRAFT OPERATIONS IN THE SAM AREAS. THIS TO INCLUDE BOTH AF AND NAVY.

E. ELIMINATE OR REDUCE NOTIFICATION PRESENTLY PROVIDED TO NUMEROUS ORGANIZATIONS THROUGH 313ADIV IAW THE JCS DOCUMENT.

F. PROGRAM ROUTE SO AS TO PROVIDE OBLIQUE PHOTOGRAPHY OF INTEREST AREAS TO AVOID DIRECT OVERFLIGHT OF KNOWN HEAVY SAM AREAS. POSSIBLE CONSIDERATION SHOULD BE GIVEN TO USING PKG FOUR IN THIS TYPE OPERATION.

G. CHANGE ROUTING TO TARGET AREA AS REQUIRED TO PROVIDE A

IN-71251

0040

T O P S E C R E T

PAGE 3

25X1

CONSIDERABLE CHANGE IN TIME ENROUTE FROM TAKE OFF TO OVERFLIGHT.

H. USE OTHER REFUELING AREAS TO POSSIBLY PRECLUDE ANY TIPOFF OF OUR ROUTE OF FLIGHT.

I. STAGE TANKERS TO ELIMINATE POSSIBLE CONNECTIONS OF LOCALLY BASED TANKER ACTIVITY WITH OUR AIRCRAFT OPERATIONS.

J. PROGRAM ROUTE FOR A TURN OVER THE SAM DEFENSE AREAS. AGAIN PACKAGE FOUR COULD BE USED AND PROGRAMMED FOR OBLIQUE OPERATION IN THIS TURN TO OBTAIN VERTICAL OR NEAR VERTICAL PHOTOGRAPHY.

K. TAKE OFF KADENA MAX GROSS WITHOUT TOPOFF AND PROCEED DIRECT TO A/R STEEL BRIDGE.

L. STAGE ARTICLE OUT OF TAKHLI WITH WITHDRAWAL A/R OFF CLARK, P.I.

3. SUGGESTIONS IN THE EWS AREA ARE:

A. ALTERNATE USING MAD MOTH AND BIG BLAST.

B. STUDY ANTENNA PATTERNS AND EFFECT OF EWS SYSTEM IN TURNS (THIS INCLUDES BOTH DF AND JAMMING SYSTEMS).

C. EXAMINE POSSIBILITY OF INSTALLING CHAFF SYSTEMS IN THE AIRCRAFT.

D. STUDY EFFECTS OF EWS SYSTEMS ONCE SAM PROCEEDS TO A POSITION ABOVE THE AIRCRAFT.

E. EXAMINE POSSIBILITY OF INSTALLING IR MISSILE DEFENSIVE SYSTEMS IN THE AIRCRAFT.

4. AS STATED ONCE BEFORE, IT BECOMES A SIMPLE TIMING PROBLEM TO CALCULATE A SECOND PENETRATION TIME USING TACTICS SUCH AS WE HAVE BEEN USING. IT APPEARS THE SECOND PASS IS THE MOST VULNERABLE. WE MUST GIVE OUR OPPONENTS THE CREDIT FOR BEING ABLE TO MAKE THESE CALCULATIONS AND/OR CHANGE THEIR TACTICS TO COUNTER THIS AIRCRAFT. A DETERMINED EFFORT ON THEIR PART COULD VERY LIKELY GET US UNLESS WE KEEP AHEAD

IN-71251

0040

T O P S E C R E T

PAGE 4

25X1

AND KEEP THEM GUESSING. THEIR EFFORT AGAINST BX6734 WAS TOO CLOSE FOR COMFORT.

5. I'M SURE YOU FOLKS ARE ALSO THINKING HARD ABOUT THIS PROBLEM AS WE WOULD ALL LIKE TO SEE A GOOD COUNTER TO THE THREAT. THE ABOVE IS SUBMITTED BECAUSE I BELIEVE THE OLD ADAGE "TWO HEADS ARE BETTER THAN ONE" APPLIES. KEEP US POSTED ON ANY UPDATED INFO YOU RECEIVE ON SAM SYSTEMS.

T O P S E C R E T TOP: 311125Z OCT 67

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